

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. Although the Gdansk Shipyard (Stocznia Gdanska) was the largest shipyard in Poland, its work performance and efficiency were not considered to be as good as that of the Komuny Paryskiej Shipyard [REDACTED] in Gdynia. This was primarily due to frequent changes in organization and management since World War II. The Gdansk Shipyard operated under the direct control of the Central Shipbuilding Administration (Centralny Zarzad Przemyslu Okretowego - CZPO) which was headed by (fnu) GZARNOWSKI. This agency controlled all shipbuilding in Poland. Shifts in planning, on direct orders from the Central Shipbuilding Administration, greatly inhibited the establishment of an efficient organization and continuity in planning. In November 1951, however, the Gdansk Shipyard was by far the biggest producer of larger ships for commercial use in Poland.
2. Between late 1951 and June 1952, the following vessels were completed or under construction in the Gdansk Shipyard:
 - a. The so-called super-trawlers of the Dalmor type (R), of 613 gr. tn., 1,000 hp., 60 m. long, with a 9 m. beam, and a draft of 4.88 m. at the construction waterline and 6 m. at the stern, and capable of making 14 knots. During 1951, two such trawlers were completed for the Dalmor Deep Sea Fishing Enterprise [REDACTED] and, by July 1952, six more (slightly modified and called the Lotos type) were delivered to Murmansk, Russia.

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- b. Motorships of the SAN class, of 650 gr. tn., 550 hp., a speed of 10½ knots. By June 1952, the SAN, DUNAJEC, PILICA, DNIESTR, and the NYSSA were completed.
- c. Motorships of the LEWANT class, of 4,500 gr. tn., 4,800 hp., a speed of 16 knots. By July 1952, the NOWA HUTA, LODZ, GDANSK, and the GDYNIA were completed. A total of six such vessels were to be built for the Polish Ocean Lines (Polskie Linie Oceaniczne -- PLO) [REDACTED] 25X1A
- d. In November 1951, a vessel of approximately 7,500 gr. tn. was under construction in buildingway #2 [REDACTED] Point No. 557. This vessel had been launched by May 1952 and was equipped with a reciprocating steam engine of 2,300 hp., and Wilcox-Babcock type boilers. Construction of six such vessels was planned.
- e. Merchant vessels of the SOLDEK class, 2,005 gr. tn., 1300 hp., speed of 10½ knots. These vessels were to be used for transporting coal and ore. By 1952, the following vessels of this type were completed for the Polish merchant marine: the SOLDEK, BRYGADA — MAKOWSKIEGO, JEDNOSC ROBOTNICZA, PSTROWSKI, and the 1. MAJA. The KRIVON ROG, ZAPOROZHIE, and PERVO MAYA, and three others, whose names I do not know, were to be delivered to the USSR upon completion. In 1952, four to six more of this type for delivery to the USSR were still under construction.
- f. Six tugboats of 250 gr. tn. and 350 hp., were also under construction. They were said to be powered by diesel engines.
3. The shipyard was capable of carrying out general overhaul on vessels up to about 11,000 gr. tn. but no larger because there were no larger drydocks available. In mid-1951, however, it became the policy of the shipyard not to accept repair or overhaul work on any vessel except that arising from emergencies such as collisions. This policy was in accordance with the plan for the eventual redistribution of work whereby the Stocznia Gdanska would only build merchant vessels. Repair and overhaul of such vessels would be carried out by the Stocznia Komuny Paryskiej and the R.O.S. Shipyard, Gdynia. Between 1950 and early 1952, the following vessels were repaired and/or overhauled in the Stocznia Gdanska: the motorships SOBIESKI, GENERAL WALTER, and the BATORY; the steamships MODENA, KOSCIUSKO, PULASKI, KILINSKI, TOBRUK, BALTYS, BYTOM; the motortanker KARPATY and the steamtankers RADUNIA, WEGA and JUPITER.
4. The supply of steel plates on hand was estimated to be approximately 15,000 tn. Alloy sheeting, tubing, etc. was considered sufficient but not abundant. The quality of alloyed metals was very poor, thus was the cause of frequent breakdowns aboard ship, especially of bearings. Copper was generally in short supply. Electrical supplies were available in sufficient quantity, and were mostly of foreign makes, i.e., East German and British. The supply of lumber was estimated to be several hundred tons of all types of wood. I do not know whether there were shortages of lumber.
5. Steam propulsion and auxiliary machinery was received directly from the producers and only assembled and overhauled by the Gdansk Shipyard. In addition to many foreign makes of machinery -- mostly English, Swedish, and recently East German -- the following types were available: a Lenz-type steam engine of 1,300 hp. produced by the Zgoda Plant in Swietochlowice 5017N-1855E near Katowice; steam engines of 2,300 to 2,500 hp. made in Elbing; and some main turbines and auxiliary turbines for electric generators and pumps which also came from Elbing. Ships' boilers such as the Wilcox-Babcock were imported from Great Britain. Some boilers were produced in Elbing and the Cegielski:

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Plant in Poznan. All main propulsion and auxiliary diesel engines were imported, mainly from Switzerland, Sweden, England, and East Germany. Auxiliary diesel engines usually arrived completely assembled, but main propulsion diesels were usually assembled in the yard. The types of diesel engines most frequently available in the shipyard were the Sulzer, of 4,800 hp.; the Alfa, 550 hp.; Rustler; Lister; McLaren; Gardner; and Buckau-Wolf. I saw approximately 60 electric loading winches for the new LEWANT-type vessels. These winches were all imported from Italy. They had a capacity of approximately 40 kw. and could lift approximately 10 tn.

6a. The numbers on the following list of facilities at the Gdansk Shipyard refer to my memory sketch Annex 7:

Point # 1. Entrance No. 3.

- # 2. Guardhouse: brick building; 12 x 8 m., one-story high.
- # 3. Assembly Shop: concrete, reinforced building; 120 x 35 x 12 m.; equipped with two overhead travelling cranes of 20 tn. lifting capacity each, three or four heavy hydraulic presses and a model shop. Superstructures and prefabricated sections were assembled here.
- # 4. Mess Hall, Kitchen, and Assembly Room for Party Meetings: brick building; 80 x 30 x 12 m., two-stories high.
- # 5. Main Storage Building: for steam valves, crankshafts, pipes, and spare parts for steam engines, turbines, and electric motors.
- # 6. Graving Docks: about 100 m. long and 30 m. wide, with gates; served by two portal jib cranes of 3½ tn. lifting capacity each.
- # 7. Gates: to graving docks Point No. 57.
- # 8. Fitting Out Basin.
- # 9. Floating Drydocks: of 2,000 tn. lifting capacity each.
- # 10.
- # 11. Floating Drydock: of 4,000 tn. lifting capacity.
- # 12. Graving Dock: concrete construction, approximately 120 long; with gates; accommodated two buildingways and was served by one tower bridge crane.
- # 13. Carpenter Shop: brick building; one-story high, 40 x 15 x 6 m.
- # 14. Complex of buildings: concrete building; 120 x 80 x 14 two-stories high. Accommodated welding and assembly shops for superstructures, etc.
- # 15. Compressed Air Station and Rivet Manufacturing Shop: brick building; 35 x 15 x 10 m., two-stories high.
- # 16. Manager's Office and Administration of Ship Repair Department: two-story brick building; 20 x 15 x 8 m.
- # 17. Welding Shop: one-story, concrete building; 120 x 30 x 14 m.; for welding engine parts, valves, and pipes; equipped with two Magirus overhead travelling cranes, of 5 tn. lifting capacity each.

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- # 18. Smithy: one-story, concrete building; 120 x 20 x 14 m., equipped with hydraulic presses, mechanical hammers, and two overhead travelling cranes of 20 tn. lifting capacity each; for heavy construction.
- # 19. Foundry and Mold Shop: one-story, concrete building; 120 x 35 x 10 m.
- # 20. Pipe Fitters' Shop: two-story, concrete building; 120 x 30 x 14 m. Had its own metal cutting and welding shop.
- # 21. Boiler Repair Shop: concrete building; 120 x 20 x 14 m.; equipped with two overhead travelling cranes, of 20 tn. lifting capacity, welding machines, hydraulic presses, borers, etc. The boiler design and drafting section were also located in this building.
- # 22. Model and Pattern Shop: two-story, concrete building; 120 x 30 x 14 m.
- # 23. The Main Machine Shop: one-story, concrete building; 120 x 35 x 14 m. Equipped as follows: two travelling cranes of 20 tn. lifting capacity; two to four travelling cranes of 5 tn. lifting capacity; 30 lathes with centers of from 10 to 100 in. and 20 to 200 in. swing, many equipped with hydraulic duplicating attachments; 10 caser radial drills; 5 to 6 box column borers; 6 grinding machines for cylindrical, elliptical, and square grinding; 2 vertical boring mills; 3 to 4 horizontal boring mills; 6 to 8 horizontal milling machines; 3 to 4 universal milling machines; 3 to 4 shaping machines; 2 table shaping machines. The above listed machinery was of German, American, and Polish origin. The Polish machines were made by Poremba and John. The office of the shop-foreman, timekeeper, and drafting room were also accommodated in this building.
- # 24. Tool and Jig Shop: one-story, concrete building; 60 x 30 x 16 m.; equipped with various types of lathes, drills, caser radial drills, vertical milling machines, etc. Tools were manufactured and repaired in this shop and the necessary materials such as copper, aluminum, bronze, etc. were stored as well.
- # 25. Grinding Machine Shop: one-story, concrete building; 60 x 20 x 20 m.; equipped with approximately 30 to 40 grinding machines of various types.
- # 26. Diesel Engine Repair Shop: two-story, concrete building; 60 x 30 x 16 m.; equipped with 2 overhead travelling cranes of 20 tn. lifting capacity. This shop also specialized in the repair of fuel and lubrication oil pumps.
- # 27. Steam Heating Plant and Air Compressor Station: two-story brick building; 15 x 15 x 8 m.; for air connections along piers.
- # 28. Hardening Shop: two-story, concrete building; 20 x 20 x 10 m.; for machine parts such as crankshafts, exhaust valves, etc.
- # 29. Locker Rooms and Baths: two-story, concrete building; 30 x 10 x 9 m.; for workers.
- # 30. Automatic Welding Machine Shop: two-story concrete building; 40 x 20 x 12 m.; for ships under repair in floating drydock No. 2 /Point No. 32a, below/.
- # 31. Pontoon Bridge: with standard gauge railroad tracks.
- # 32. Wooden Offshore Wharf: approximately 4 m. wide and 200 m. long. This pier was used by vessels during trial run period and for final fitting and repairs after trial runs.

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- # 32a. Floating Drydock No. 2: 8,000 tn. lifting capacity; equipped with two jib cranes and crew quarters.
- # 33. Floating Drydock No. 3: 4,000 tn. lifting capacity; one jib crane.
- # 34. Yard Security Office: wooden barrack type; 15 x 8 x 4 m.; occupied by the U.B.P.
- # 35. Ship Carpenter Shop: two wooden temporary buildings; 10 x 10 x 4 m.
- # 36. Open Storage: for steam engines and deck winches.
- # 37. Open Storage: for spare parts for boilers, engines, fuel, and fresh-water tanks.
- # 38. Fire Department.
- # 39. Administration Building: accommodated yard administration, yard director's office, technical director, production management, construction and design section. I do not know the names of these persons.
- # 40. Open Steel Storage: approximately 15,000 tn. of steel plates and sectional steel available; served by four overhead travelling cranes.
- # 41. Metal Cutting Shop: brick building; 40 x 20 x 12 m.
- # 42. Entrance No. 2 and Guardhouse: manned by the WOP.
- # 43. Main Entrance and Guardhouse: accommodated office of yard police commander.
- # 44. Yard Personnel Office: two-story brick building; 80 x 12 x 9 m.
- # 45. Office Building: two-story brick structure; 60 x 10 x 9 m.
- # 46. Open Steel Plate Storage: 3,000 to 4,000 tn. of steel usually on hand.
- # 47. Boiler Assembly and Test Shop: concrete building; 40 x 40 x 16 m. equipped with hydraulic presses, overhead travelling cranes, welding shop, and machine shop.
- # 48. Special Machine Shop: two-story, concrete building; 120 x 30 x 14 m.; equipped with various types of precision machine tools. Handled repair jobs for boiler test shop and technological laboratory.
- # 49. Technological Laboratory: concrete building, three-stories high; 120 x 30 x 14 m.; for steel, gas, water, fuel, and lubrication tests.
- # 50. Open Storage: for boiler sections and spare parts.
- # 51. Machine Shop: two-story concrete building; 40 x 20 x 14 m.; manufactured parts for engines of ships under construction on the buildingways.
- # 52. Fitting-out Shops: concrete brick structure; two-stories high; 80 x 15 x 14 m.; various machine and electrical shops which served the fitting out basin.

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- # 53. Graving Dock for Ships up to 35,000 Gr. Tn.: now used as a fitting-out basin because its locks were out of order. It was served by two or three portal jib cranes of 7½ tn. lifting capacity each.
- # 54. Ships' Carpenter Shop: concrete building; 130 x 50 x 14 m.
- # 55. Ship Buildingway: for ships up to 8,000 gr. tn.; steel and concrete foundations.
- # 56. Ship Buildingway: for vessels up to 10,000 gr. tn.; concrete structure.
- # 57. Ship Buildingway: for vessels up to 15,000 gr. tn.; concrete structure.
- # 58. Ship Buildingway: for vessels up to 25,000 gr. tn.; steel and concrete structure.
- # 59. Ship Buildingway: for ships up to 35,000 gr. tn.; steel and concrete structure; about 300 m. long and 50 m. wide. The buildingways were served by 8 to 10 tower bridge cranes.
- # 60. Some Buildings: believed to be located here. I have no knowledge of this area.
- # 61. Buildings and Basin: I do not know for what purpose they were used.
- b. All piers, with the exception of the wooden offshore wharf, were of concrete construction. All had air, steam, and electrical connections and were served by numerous portal jib cranes. The shipyard had at its disposal two floating cranes, one of 120 tn. lifting capacity, self-propelled, and one of 60 tn. lifting capacity, not self-propelled. The yard had an elaborate system of standard gauge railroad sidings and spurs which was supplemented by a good network of roads used by the large number of trucks and electric carts owned by the yard. In early 1951, the diesel engine section of the machine assembly shop was transferred to a building on the Holm Island. It was said that this new building would receive additional equipment for the eventual production of 5,000 hp. diesel engines.

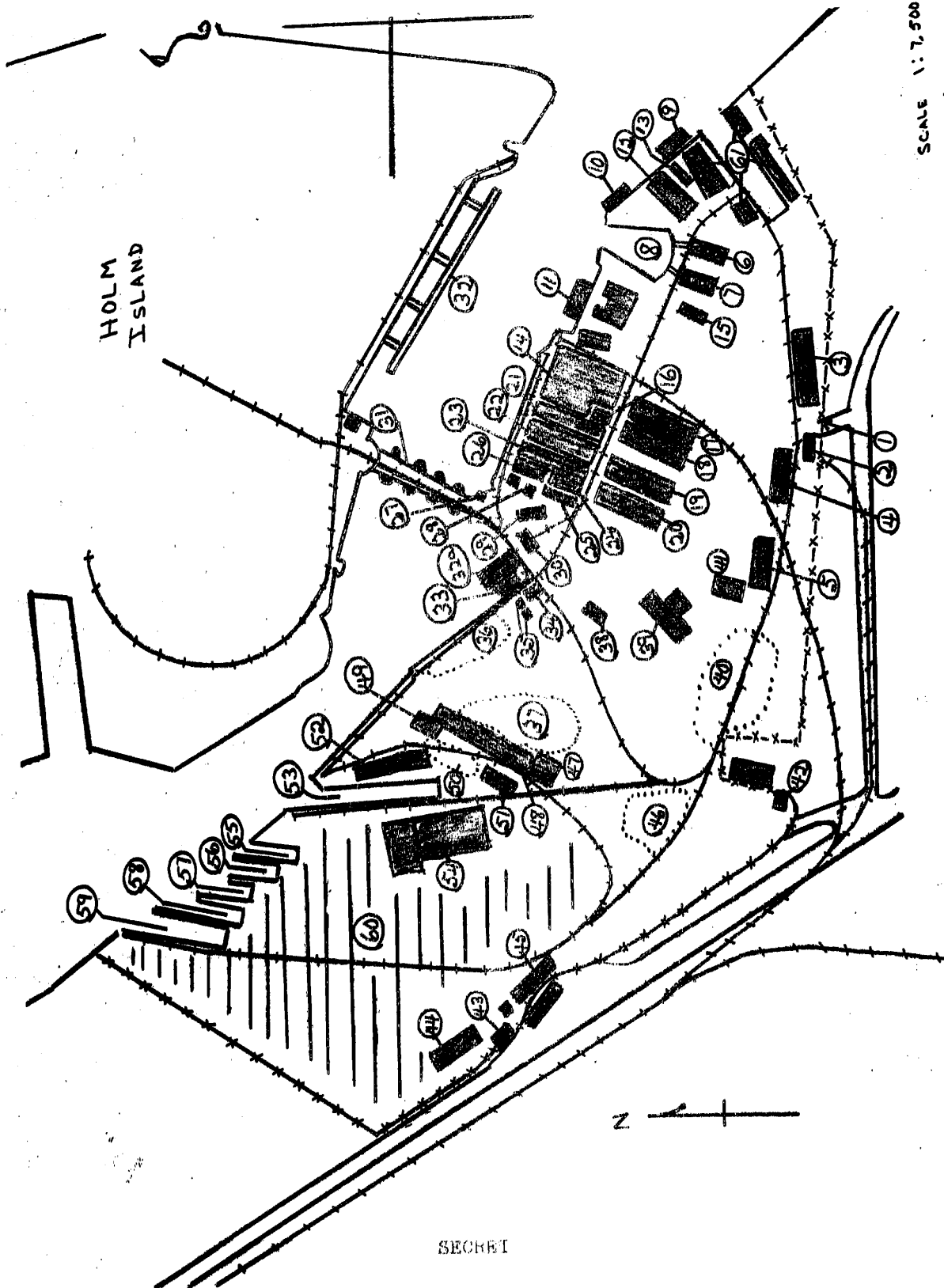
Annex:

Layout Sketch of the Gdansk Shipyard

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